

Application No.: 10/523,627

Final Office Action Dated: July 31, 2006

Response to Final Office Action Dated: October 2, 2006

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REMARKS

This Response is submitted in reply to the Final Office Action dated July 31, 2006, in which the Examiner:

indicated claims 10 and 11 would be allowable if rewritten in independent form; and

rejected claims 6-9 and 12-17 under 35 U.S.C. § 102(b) as anticipated by U.S. Patent No. 5,735,248 to Matsuura et al.

Applicant respectfully traverses the rejections below. Claims 6-17 are currently pending. Claims 6, 16 and 17 are independent claims.

Claims 6, 16 and 17 were rejected under 35 U.S.C. § 102(b) as anticipated by Matsuura. An anticipation rejection under 35 U.S.C. § 102(b) is improper unless a single prior art reference shows or discloses each and every claim recitation.

Applicant's claim 6 recites a gas fuel supply system for supplying gas fuel to an internal combustion engine wherein the pressure of the gas fuel increases if the negative pressure in the intake pipe decreases, and the pressure of the gas fuel decreases if the negative pressure in the intake pipe increases. Applicant's amended claim 16, also directed to a gas fuel supply, and claim 17, directed to a method for supplying gas fuel to an injector of an internal combustion engine, include similar recitations.

Matsuura does not show or disclose each and every claim 6, 16 or 17 recitation. For example, Matsuura does not show or disclose that the pressure of the gas fuel increases if the negative pressure in the intake pipe decreases, and

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the pressure of the gas fuel decreases if the negative pressure in the intake pipe increases. Instead, Matsuura discloses that:

[A] secondary pressure regulator 9 for further reducing the pressure of this pressure reduced gas, to, for example, about 2 Kg/cm² by gauge pressure [is] disposed in the engine space in the front of the vehicle.

Matsuura does not appear to show or disclose that the about 2Kg/cm² gauge pressure is substantially increased or decreased in relation to negative pressure in the intake pipe.

However, in response to Applicant's arguments, the Examiner states:

The Examiner contends firstly that since it is identified as a pressure regulator, it must then regulate pressure (obviously). The valve membrane has on one side a spring biasing the valve to an open position and pressure communicating with the intake manifold (negative pressure). Gaseous fuel pressure in pipe 26 operates on the membrane to push the valve element to the closed position[.] (Final Office Action, p. 2.)

Applicant respectfully submits that the above statement, even if correct, is not responsive to Applicant's argument that Matsuura does not show or disclose that the pressure of the gas fuel increases if the negative pressure in the intake pipe decreases, and the pressure of the gas fuel decreases if the negative pressure in the intake pipe increases. In other words, even if pressure in Matsuura's intake manifold communicates with the secondary pressure regulator 9, it does not necessarily follow that the pressure of the gas fuel substantially increases if the negative pressure in the intake pipe decreases, or vice versa.

Thus, Matsuura does not show or disclose each and every recitation of Applicant's claims 6, 16 or 17. Accordingly, Applicant respectfully submits that the rejection of claims 6, 16 and 17 under 35 U.S.C. § 102(b) as anticipated by Matsuura is improper for at least this reason, and should be withdrawn.

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Claims 7-9 and 12-15 were also rejected under 35 U.S.C. § 102(b) as anticipated by Matsuura. These claims all depend, directly or indirectly, from claim 6 and include additional recitations thereto. Accordingly, Applicant respectfully submits that the rejection of claims 7-9 and 12-15 under 35 U.S.C. § 102(b) as anticipated by Matsuura is improper for at least the same reasons stated in connection with claim 6, and should be withdrawn.

Further regarding claims 13-15, claim 13 depends directly from claim 6 and further recites that the source pressure control means comprises a flow rate control valve which is provided in the fuel supply passage and comprises, in part, a valve element for opening and closing a passing hole for the gas fuel, and an adjustment spring for urging a valve element in a closing direction. Claims 14 and 15 depend, directly or indirectly, from claim 13 and include additional recitations thereto.

While Applicant maintains that the Examiner reads far more into Matsuura's Figure 2 than can be fairly gleaned therefrom, based on *the Examiner's own interpretation* of Matsuura:

The valve membrane has on one side a spring biasing the valve to an open position.... (Final Office Action, p. 2.)

Thus, based on *the Examiner's own interpretation* of Matsuura, Matsuura does not show or disclose an adjustment spring for urging a valve element in a closing direction.

Accordingly, Applicant respectfully submits that the rejection of claim 13, and dependent claims 14 and 15, under 35 U.S.C. § 102(b) as anticipated by Matsuura is improper for at least this additional reason, and should be withdrawn.

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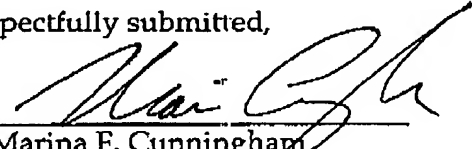
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Having traversed each and every claim rejection, Applicant respectfully requests that the rejection of claims 6-9 and 12-17 be withdrawn, and claims 6-17 be passed to issue.

Applicant believes no fees are due in connection with this Response. If any fees are deemed necessary, authorization is hereby granted to charge any such fees to Deposit Account No. 13-0235.

Respectfully submitted,

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